

## BIG TURTLE CAPTURED.

### Harpooned Through the Flipper Off Block Island.

A monster sea turtle, weighing 878 pounds, was landed at New London, Conn., yesterday by sch. Libbie M. of Bridgeport, Conn. The monster was captured 10 miles south of Block Island. It was discovered floating along near the vessel, which was looking for swordfish, and was quickly harpooned through one of its flippers. A rope was got around it and it was hoisted on deck. Old fishermen at New London call it a "rubber" turtle.

## MACKEREL ON GEORGES.

### Sch. Constellation at Boston from There Today.

### HAS VERY LARGE FRESH FARE.

### Hails for 20,000 Fresh in Count and 50 Barrels Salt Mackerel.

The mackerel schools have struck on Georges and at least one vessel of the seining fleet has found them and found them in good shape.

Sch. Constellation, Capt. Thaddens Morgan, of this port, arrived at T wharf, Boston, this morning from Georges with a big fare, 20,000 fresh mackerel in count and 60 barrels of salt mackerel. The fresh mackerel are selling readily at 17 cents each, and as the salt fish will also bring a fine price, Capt. Morgan will get a big stock.

The Constellation is high line of the fleet, with plenty of leeway, having a stock thus far this season of over \$15,000, which is splendid work.

Capt. Morgan says that he got his fare in the usual place on the southeast part of Georges where the fish are generally first found. The fish were in small schools and he thinks they are just coming on the bank. It was quite thick when the Constellation got her hauls and Capt. Morgan saw only two other vessels there, sch. Nellie Dixon and one which he thought was sch. Grayling.

A small lot of salt mackerel from sch. Annie M. Parker were shipped to Boston yesterday from Newport and sold at \$12.50 per barrel.

Schs. Saladin, Norumbega and James and Esther sailed from Provincetown Wednesday.

The netting schooner Estelle S. Nunan, Capt. Alex. Geyetche, which arrived home from mackerel netting a few days ago, made the fine stock out south of \$2800, the crew making the splendid share of \$250 each. This is one of the best shares of the season among the netting fleet, and it is doubtful if it has been exceeded this year.

## MARITIME NOVELS Y, THE SLIDING BOAT.

Among the recent maritime novelties is that of the sliding boat invented by a Frenchman, M. de Lambert, and described in a recent number of La Nature of Paris by M. Daniel Belle, who says: "To understand the theoretical advantages of the sliding boat we must consider the disadvantages of ordinary navigation. First, we have the resistance made by the water in front of the boat. Then there is the friction of the water on the bottom of the boat. The first resistance, however, is the greater; it is in direct relation to the size of the submerged portion of the boat at the largest point, and it is only possible to modify this condition by giving the boat a form which facilitates the dispersion of the liquid mass. But this form has certain prescribed limits which must not be passed. The only way out of the difficulty is to build a boat which glides on the water." The friction which is present when the de Lambert boat slides over the water is very slight, and the power which is necessary in order to make the boat glide is not high. When the boat is at rest it is supported by floats.

The fact that a stone can skim the water if its flat surface strikes squarely has been put in practice by this sliding boat. It has a total length of twenty feet with a width of ten feet between the inclined planes upon which it slides. The boat has parallel floats resembling certain Asiatic canoes. The two floats are very narrow and are united by cross-pieces, partly of wood and partly of aluminum, a metal which has been used to a large extent in the construction of the boat because of its slight weight. The motor used is a de Dion-Douton of twelve horse-power, but the essential parts of the boat are fixed sliding planes, adjusted under the boat at carefully regulated distances from each other. These planes, which are made of wood, are immersed to a depth of several centimeters when the boat is at rest, and they are inclined at an angle which has been decided upon after wide experimentation. The total weight of the boat is about 1200 pounds, but in order to move this weight it requires a motor of only twelve horse-power, while in the case of automobile boats the motors required are sixty, eighty, and even one hundred horse-power.

M. Bellet says that M. de Lambert's boat has been timed by official chronometers, and that the results have been surprising. When the motor is started the boat commences to move with the planes still submerged, cutting the water horizontally, but this lasts only a short time; the planes show an instantaneous tendency to rise, and they are practically on the water at the end of a few meters. Then the speed quickly increases because of the immense diminution in resistance, and soon the boat is sliding on the water, or, more exactly, on a layer of air resting between the planes and the water, at a speed of fourteen, fifteen, twenty-five miles per hour.

### Caught Big Horse Mackerel.

The gasoline steamer Bessie A., Capt. Frank Chard, which arrived at this port yesterday afternoon had 22 barrels of bluebacks and a big horse mackerel weighing 800 pounds. Capt. Chard reports lots of horse mackerel in Ipswich Bay.

## A BOLD UTTERANCE.

### Nova Scotia Paper Advocates Removal of Some Restrictions

### Now on U. S. Fishing Craft at Nova Scotia Ports.

The Clark's Harbor Coast Guard, one of the highest and carefully edited papers of Nova Scotia, has been going at length into the question of the American fishing vessels getting supplies at the Magdalene Islands, claiming that they should be allowed to do so, and advancing in defence of its opinion some unanswerable reasons. In its last issue it goes into the matter editorially and in such a thorough manner that we think the article will be read here with interest and therefore reproduce it in full. The article is headed "A New Question" and is as follows:

"It is scarcely to be believed that Hon. Mr. Prefontaine used the words ascribed to him by the press despatch, when answering Mr. A. K. McLean in the commons, on the poaching question raised by the latter. The minister is reported as saying: 'As regards Americans getting their supplies from the Magdalen Islands, this is a new question that I am not ready to answer at the present moment, but I will look into it and try to satisfy the honorable gentleman on that point.'

"For 13 years past the fisheries department has been selling permits to all American vessels which applied at the custom houses for the same, under the name of *modus vivendi*, the agreement being renewed from year to year. It is in force now, as almost everybody knows, except those who ought to know it. The form thereof is as follows:

"(Name) master or owner of the United States fishing vessel \_\_\_\_\_ tons register of \_\_\_\_\_ having paid to the undersigned, collector of customs at the port of \_\_\_\_\_ the sum of \_\_\_\_\_ being \$1.50 per registered ton, the privilege is hereby granted to said fishing vessel to enter the bays and harbors of the Atlantic coasts of Canada for the purchase of bait, ice, seines, lines and all other supplies and outfits, and the transshipment of catch and snipping of crews.

"Act of Parliament of Canada of 1892 entitled An Act Respecting Fishing Vessels of the United States 55-56, chapter 8.

"These are the terms of the agreement under which certain vessels have been working for years, quite independently of the treaty, and it is this provision for neighborly living which enables them to purchase bait and supplies at the Magdalens, and at other convenient ports. The total yearly sum paid for licenses amounts on an average to about \$7000.

"Since the system began there has been no permanent increase in the sum thus received, and it has been doubted by good authorities whether the country gains anything by the restriction imposed on that kind of trade along our seaboard. Even Commander Spain, in one of his reports on the department, gives it as his opinion that the embargo had better be removed altogether, and this is our own contention, especially in view of the fact that the utmost freedom is allowed the New England Fish Company to fit out in Vancouver.

### Porgies Plenty in Boston Bay.

Porgies are reported plenty in Boston Bay. Yesterday the steamer Angella B. Nickerson came in here with 150 barrels. She went out this morning and before 10 o'clock was back again with another trip of 175 barrels.



# SCH. LUCANIA'S BIG FARE.

Has 20,000 Fresh Mackerel  
at Boston Today.

STRUCK FISH ON GEORGES.

Reliable Report Received of Big  
Schools on the Rips.

Another big trip of fresh mackerel reached T wharf, Boston, last night when sch. Lucania. Capt. Martin L. Welch, came in with 20,000 in count of these most desirable fish. The fare was taken on the southeast part of Georges and some other vessels were there at the time. This is the second fare Capt. Welch has landed at Boston within a week, so he is fast rolling up a fine stock. The fish sold at 17 cents each.

At Boston yesterday by steamer from Nova Scotia were 138 barrels of salt mackerel.

Mr. A. Ernest Walen received a letter last evening from Capt. James Goodwin of sch. Edward A. Rich, which arrived at T wharf yesterday from the Rips with a fare of fresh codfish. Capt. Goodwin stated that a day or so ago southwest of Sankaty Head and from there out to the very southern edge of the Rips he had seen the largest body of mackerel he ever saw in all his fishing experience. Coming from such a reliable source, the report is credited on all sides, for Capt. Goodwin has been seining and knows what mackerel are and is a very careful man in all his statements. In the letter he said he was sure they were mackerel, and for Mr. Walen to spread the news all he could to whatever seiners he could reach. It is a coincidence that the Rips fishermen reported these fish schooling there all last summer and that no seiners went out there till late and then those that did go got fish. Capt. Goodwin says that no seiners were there when he saw the fish.

## NEW FISH FIRM.

Lane & Smith Succeed Old Concern  
of Samuel Lane & Bro.

The old concern of Samuel Lane & Bro., after a long and honorable record in the fish business, retired from the list of Gloucester business concerns yesterday. The business of the concern will be continued by the junior member of the old concern, Mr. George E. Lane, and Mr. Frank F. Smith, the latter having been with the old concern for 24 years as confidential clerk and head salesman on the road. Mr. Smith, like Mr. Lane, is well known to the fishing interest, and for years has held a high reputation as a salesman and business man. With the established record of the old concern behind it and an up-to-date plant, the new concern starts off under most favorable auspices.

## Fine Trip.

Sch. Massachusetts, Capt. John J. Carroll, arrived from a Georges halibut trip this morning with a big fare, one of the largest of the season, 5000 pounds of halibut, 120,000 pounds of fresh cusk and 10,000 pounds of salt fish.

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Constellation, via Boston, 60 bbls. salt mackerel.

Sch. Massachusetts, Georges, 5000 lbs. halibut, 120,000 lbs. fresh cusk, 10,000 lbs. salt fish.

Sch. Eglantine, Georges halibutting.  
Steamer Angella B. Nickerson, Boston Bay 175 bbls. porgies.

### Vessels Sailed.

Sch. Winnifred, shore.  
Sch. Minerva, shore.  
Sch. Francis J. O'Hara, Jr., shacking.  
Sch. Atalanta.  
Sch. Buema, shore.  
Sch. Catherine D. Enos, shore.  
Sch. Quonnapowitt, shacking.  
Sch. Mary Cabral, shore.  
Sch. William H. Moody, Georges.  
Sch. Lillian, swordfishing.  
Sch. Moocnam, shacking.  
Sch. Mildred Robinson, shacking.

### Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.62 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of TaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; haddock, \$1.00; hake, \$1.00; pollock, 75c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for medium and \$2.25 for snappers.

Fresh halibut, 10 cts. per lb. for white and 7 cts. per lb. for gray.

Georges halibut, 12 1-2 cts. for white and 8 1-2 cts. for gray.

Fresh mackerel, 20 cents each.

Salt southern caught mackerel, \$15 per bbl

Cape Shore salt mackerel, \$10.62 1-2 per bbl.

Outside sales fresh hake, \$1.05.

Outside sales fresh haddock, \$1.15.

### Boston.

Sch. Lucania, 20,000 fresh mackerel.

Sch. Briganza, 2000 haddock, 13,000 cod.

Sch. Canopus, 3000 haddock, 12,000 cod 2000 pollock.

Haddock \$1.75; large cod, \$2.50; market cod, \$1.85; pollock, \$1; mackerel, 17 cents.

### Fishing Fleet Movements.

A large number of the seiners fleet were at Block Island yesterday, fog bound.

## A Telephone Fishing Appliance.

An English paper reports that a Norwegian has invented a telephone by which the noise made by fish in the depths of the sea can be heard. The instrument consists of a microphone in a hermetically sealed steel box. It is connected with a telephone on shipboard by electric wires, each sound in the water being identified by the microphone. The inventor asserts that with its aid the presence of fish, and approximately their number and kind, can be recognized. When herrings or smaller fish are encountered in large numbers they make a whistling noise, and the sound made by codfish is more like howling. If they come near the submarine telephone their motion can be distinguished. The flow of water through the gills produces a noise similar to the labored breathing of a quadruped, and the motion of the fins produces a dull rolling sound.

## Good Stock.

Sch. J. J. Flaherty, Capt. LeBlanc, weighed 151,000 pounds of salt cod as the result of her recent salt bank dory handline trip, stocking \$5500, the share being \$124. Capt. LeBlanc, who is one of the leading dory haulers of the coast says that fish were never scarcer than this spring. He has now fitted for a long fall trip.

Sch. Kineo, Capt. John Stream, stocked \$2816 on her recent brief Georges halibut trip, the crew sharing \$81.

Sch. Mabel D. Hines, Capt. Charles Rudolph, weighed off 251,000 pounds of salt cod as the result of her recent salt bank trip, making the fine stock of \$3600. Capt. Rudolph is one of the veterans of the fleet but is still very much in the game when it comes to fine trips.

## IN SHOAL WATER.

Sch. Corona Got Big Halibut Fare  
on Grand Bank.

Reports French Salt Bankers  
Getting Good Fishing.

Sch. Corona, Capt. Augustus Peterson, arrived this morning with a big halibut fare, having 50,000 pounds, and also 10,000 pounds of salt cod. The fare was taken on Grand Bank, to the eastward of the shoal water in 27 fathoms. The fish are of fine quality and of medium size and the trip is mostly white.

The Corona was one of the last vessels to get a baiting at the Magdalene Islands, there being ten vessels there waiting when Capt. Peterson got his baiting and bait was scarce. Bad weather was encountered the first of the trip, but afterward it came fine and good fishing was struck. The passage home was a fine one for this time of the year, the vessel being but six days on the passage.

Capt. Peterson saw a large number of the French fishing fleet, but no American vessels. He spoke several of the French fishermen and they all reported that they were doing well on cockle bait. Among the French fleet Capt. Peterson spoke the big fishing craft Marie of St. Male. Her commander, Capt. Conault, who is on his first trip as skipper, wished to be reported. He had 40,000 mornes of fish and had done well considering the time he had been gone and was then finding good fishing. He was spoken in latitude 44.24, longitude 50.12 Greenwich and 52.22 Paris.

## FIRST FROM FUNKS.

Sch. Squanto Arrived at Boston  
from There Today.

Brings Fare of 45,000 Pounds of  
Fresh Halibut.

Sch. Squanto, Capt. Daniel McDonald, arrived at Boston this morning with a fare of 45,000 pounds of fresh halibut which sold at 10 cents per pound for white and 7 cents for gray. The Squanto got her fare on the Funks and is the first halibut arrival from that northern fishing ground this season.